



South Mountain Corridor Study

Citizens Advisory Team

DRAFT Meeting Summary

Date: July 28, 2005

Time: 5:30 p.m.

Location: GRIC District 6 Komatke Center, Learning Center Meeting Hall

CAT Members Attending:

Rock Argabright, Ahwatukee Foothills Village Planning Committee
Kris Black, Ahwatukee Foothills HOA
Ben Buchsieb, Lakewood HOA
Jim Buster, Avondale
Sophia Combs, Alternate for Laura Prendergast, Laveen Citizens for Responsible Development
Peggy Eastburn, Estrella Village Planning Committee
Michael Goodman, Phoenix Mountains Preservation Council

Don Jones, Southwest Valley Chamber of Commerce
David Lafferty, Tolleson
Nathaniel Percharo, I-10 Pecos Landowners
Michelle Pulich-Stewart, Sierra Club
Jim Strogen, Kyrene Lagos Elementary School
Mary Thomas, Gila River Indian Community
Laurel Arndt, Ahwatukee Foothills Village Planning Committee

Staff and Consultants:

Matt Burdick, ADOT
Amy Edwards, HDR
Chris Clary-Lemon, HDR
Ralph Ellis, ADOT
Theresa Gunn, GCI
Elaine Mercado, ADOT

Bill Rawson, GCI
John Roberts, GRIC
Sandra Shade, GRIC
Ben Spargo, HDR
Steve Thomas, FHWA
Bill Vachon, FHWA

Citizens:

Betty Beard
Rosella Bilagody
David Folts
Bob Hazlett
Matthew Alan Lord
Charlotte Nahee
Lisa Percharo
Corrine Purhill
William Ramsay

ACTION PLAN:

Task/Activity	Who	When
Revise ADOT Presentation to emphasize status of study of eastern leg.	Amy	ASAP
Invite MAG to answer traffic modeling questions.	Amy	Next CAT meeting

Welcome and Introductions:

Theresa Gunn welcomed attendees to the meeting and explained that comments from public attendees would be accepted in writing, and if possible, responses would be provided at the conclusion of the meeting. She asked CAT members to introduce themselves and indicate any comments or concerns they have at this time.

CAT Member Comments:

Question: The ADOT presentation is a little misleading. It leaves the impression that we are working on the western alignment only and are not yet considering the southern alignment. **Response:** The intent was not to mislead or discourage comments. We are working on the west site, but that does not mean we have forgotten the east side. We will do the same level of analysis on Pecos Road option that we have made on the west side.

Question: I understand that the group made a field trip to South Mountain where you can get a good look at development, the ridge lines and the park. I think we should consider doing that again for all the new members. **Response:** That is a good idea and we will put it together once the weather is a little cooler.

Question: At what point do we give up on GRIC and have Pecos Road as the only alternative? **Response:** That point hasn't been set. If it comes to that, Pecos Road and no-build would be the only options. Even after we have a decision of record, it still would be possible to amend the study if alternatives were allowed on GRIC land.

Comment: I think we should be looking for a (west side) alignment that has the least impact. The original alignment might have the most because of the new development in the area.

Project Update:

Amy Edwards reported that several presentations have been made in recent weeks and that a presentation is scheduled for the Realtors Association in September. New traffic projection maps are available. MAG was scheduled to attend this meeting to answer questions, but could not because of a scheduling conflict. MAG will attend a future meeting.

Potential Alignment Shift for 71st Avenue Alternative:

Chris Clary-Lemon reviewed potential changes that may have to be made in the W71 alignment to avoid the Santa Maria Community and a nearby middle school. The community has been identified as an “example of historic Hispanic agricultural community” and may be eligible for listing on the national historic register. Maps were distributed as the CAT broke up into small groups to work on potential changes in the alignment. Five suggested alternatives were submitted. They will be reviewed and analyzed for a future CAT meeting.

CAT Member Questions:

Question: Does the area have to be listed on the historic register in order for protection to be required? **Response:** It does not have to be listed, but if it is potentially eligible, it has to be protected thru our study process. The eligibility has not been determined.

Question: Who determines whether it is eligible? **Response:** ADOT and FHWA in consultation with the State Historic Preservation Office.

Question: How far will the alignment have to be shifted to avoid the community?

Response: That depends on the potential impact and how it can be mitigated.

Question: Are there any major developments planned in that area that would have to be avoided? **Response:** None has been platted.

Traffic Modeling:

MAG will be invited to attend the next CAT meeting to discuss traffic modeling questions.

CAT Member Questions and Comments:

Comment: I would like to look at each alternative and see how each would affect I-10.

Question: The traffic projections show daily traffic on the SMF ranging from 0 currently to 146,000 in 2030. Where does that traffic come from? Where does it go? **Response:** That has not yet been determined. We will ask MAG to address that question at the next CAT meeting.

Question: How much traffic will come off of I-10 to Loop 202 and the SMF?

Response: We are studying this now.

Question: I don't understand why, in so many cases, traffic on many existing freeways actually would increase if the SMF is built. How do you explain that? **Response:** We will discuss this when MAG presents at the next meeting.

Co Nexus Demonstration:

Members used the Co Nexus system to evaluate alternatives for the SuperRedTan TI as a demonstration of the process.

CAT Member Questions and Comments:

Question: Do you vote on each criterion the same number of times? **Response:** Yes, you vote on every possible combination.

Question: Some of the definitions seem very sketchy. Would it be possible to have a sheet with full definitions of each criterion when we vote? **Response:** Yes, that is possible. We also can expand the definitions you see on the screen.

Question: Will the votes be tracked? Is it possible, for example, for an HOA to come back and see how its representative voted? **Response:** It is possible, but we do not do that. Individual votes are not tracked as part of this process.

Question: Will there be discussion after we vote? **Response:** Yes. It also would be possible to re-vote if minds were changed during the discussion.

Question: Without GRIC alternatives, it doesn't look like it would be terribly productive to vote on the south leg. Pecos Road would be the only alternative. **Response:** The no-build alternative would also have to be considered.

Question: Will the west and south alternatives be voted separately? **Response:** Yes, there will be two votes.

Comment: We should vote the east side first. If it comes out that the no build is preferred, then there is no reason to vote on the west side alternatives.

Respond to Written Comments/Questions:

David Folts, Concerned Families Along South Mountain Loop 202

- **Question:** Is it possible for the SMCAT to come up with alternative to no-build without having a continuous highway from east to west? **Response:** While such a vote is possible, constructing only half of the freeway will not be considered.
- **Question:** Will the Co Nexus information gathered in the meetings be presented at public meetings other than the SM CAT meetings? **Response:** How the information will be presented has not been determined yet. However, some level of information will be included in the Draft EIS.
- **Question:** Is it possible for a participant just not to vote if any of the answers do not fit his or her response? **Response:** Every member will vote on each question. However, each question will have a "don't know" option.
- **Question:** Maybe the SMCAT members should frame the questions. **Response:** The questions will be framed by the members.

- **Question:** ADOT made the statement that 25 tribes have been contacted about the cultural significance of South Mountain Park land. Can you please point out the land that is actually being considered and state why this land was selected for this process. What input if any will the 25 tribes have? **Response:** We do not know what land is significant to the individual tribes. That will be discussed during the consultation process.
- **Question:** An archeological dig is happening in many areas where the new light rail transit where reside (sic). This present situation is finding North American Indian artifacts. Why isn't this being done along certain areas for South Mountain Loop 202? **Response:** During the study process, archeologists investigate previous studies within the potentially affected areas and perform non-ground disturbing field surveys. The determination of whether archeological digs are necessary or not would only be determined if a build alternative is selected. If digs are necessary, they would occur after this study process is complete.

William Ramsay:

- **Question:** Regarding voting model: Questions of safety should be deleted. 1. Safety is a given. Why wouldn't want safe highways and why would ADOT not automatically (not legible) into (not legible). 2. SMCAT members are not responsible for determining safety. Panel members are being asked to consider other topics that are more relevant, such as (not legible), relocation, etc. **Response:** The criteria used by the SuperRedTan CAT were developed by the CAT members. The relative operational safety of the alternatives was determined by the group to be important enough to vote on. Safety may or may not be an issue that this group will include in the criteria.

Charlotte Nahee

- **Comment:** Most people in District 6 object to the freeway, but it is badly needed.

Next Meeting:

Thursday, August 25, 2005 at 5:30 p.m.

Location: To be determined